

# Honolulu Star-Bulletin

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MONDAY, JULY 8, 1912

*So much happiness falls to every man as he possesses virtue and wisdom and also acts according to their dictates.—Aristotle.*

## NOT PAVING, BUT PROGRESS

Honolulu is not so much interested in the particular kind of paving to be used either by the Rapid Transit company or the city and county as in the necessity for paving.

There is no danger that the Rapid Transit company will foist an inferior paving off on the community. Business common sense dictates that its paving shall be durable, economical, and of a kind to stand the test. The company will certainly not lay a paving that will go to pieces shortly. That would be business folly.

The Supervisors believe in bitulithic, and it is proving useful here. The Rapid Transit company agrees to lay a paving which shall be "equally durable and satisfactory," and agrees also to comply with the law as to the amount of paving to be laid and the provisions for repairs.

The objection of the Rapid Transit company to placing itself at the mercy of a corporation holding patents on one kind of paving is sound legal and economic judgment.

The Rapid Transit company feels that the community will regard its position as reasonable. The community has no interest in paving of one kind or the other except insofar as the community is served. Serving public good in this case means a speedy settlement of the controversy, and immediate progress on paving construction. The Rapid Transit's attitude is sound and may be accepted as consistent with a program fair to all parties.

## A LAW TO BE LIVED UP TO

Ordinance No. 11, "regulating moving travel and traffic upon the streets and other public places of the city and county of Honolulu," became law in August, 1909.

Honolulu is not a lawless city, but this ordinance, is openly, persistently, wilfully violated night and day, week by week, year by year. Once in six months or so the police or the Supervisors start a spasmodic campaign against the speed-fiends or the drivers who neglect their lights.

The death of a well-known and well-liked young man of this city yesterday as the result of a collision between a bicycle on which he was riding, and a motor-car, lends emphasis to the need for continuous and sincere enforcement of Ordinance No. 11 and to the necessity for providing additional safeguards against such accidents. In the present case it fortunately does not appear that the man driving the auto was to blame. The coroner's jury will doubtless fix the responsibility.

This death does, however, call attention to the lawless driving that other men indulge in. Night after night cars whirl around corners on busy downtown streets, to the accompaniment of drunken laughter and maudlin song, and at the imminent peril of pedestrians. Night after night speed-limits are defied by drivers with or without lights.

Hardly a section of Ordinance No. 11—and there are forty-eight sections—but is repeatedly flouted, and the law-breakers are not the amateur drivers any more than, if as much as, the professional chauffeurs. The responsible chauffeurs are careful. But not until the police, backed up by the Supervisors, go at the enforcement of the law with the intention of really enforcing it will Honolulu be safe from reckless and dangerous driving.

The ordinance should be backed up also by an amendment or a new law requiring that the driver of any auto involved in an accident must at once report this accident to the police, and further than in case any driver shall leave the scene of the accident without reporting it, and

before adequate aid has arrived, such driver shall be subjected to heavy penalty.

Provisions like these have been drafted into the ordinances of most cities of the mainland, and have held against violent legal attacks. They bring the responsibility for accident right home to the driver of the car—usually the cause of the accident. They prevent the escape of speed-fiends who run down innocent men and women, and flee with guilt and fear in their hearts.

Honolulu is in a position to demand enforcement of Ordinance No. 11. That enforcement should be started today, and not in a spasmodic manner.

## JAPAN'S DILEMMA

Japan's emigration policy just now is in the throes of complete readjustment, and statesmen the world over are watching the little island empire to see how it will conduct itself on what is a peculiarly vital matter to Dai Nippon.

It is with no suggestion of jingoism that a prophecy of reopening the emigration question with the United States may be indulged in. Today, as is generally known, Japan of her own volition, though with the active indorsement of our own Government, is restricting emigration to the United States to the point where it is negligible. Japan's population, now fifty millions, is growing so rapidly that its present rate of increase will bring it to seventy millions in fifty years. It is this rapid increase, an ever-growing internal pressure, a struggle for existence going on in the overcrowded empire, that call upon Japanese statesmanship and diplomacy to find some country for the surplus population.

The brilliant Marquis Komura held to a policy of concentrating emigrants in Manchuria and Korea, but this policy, never popular nor effective, died when Komura died. And Japanese emigration to the United States was accompanied by anything but flattering results. It brought vigorous protest from several sections, notably the Pacific Coast, and Japan respected the plain signs of the times and restricted the emigration to its present diminutive proportions.

Now it is announced that Japan is turning investigating eyes to South America as a continent where millions of surplus Nipponese may find comparative wealth and at least the foot-room they will be denied on their own soil. Meanwhile, Japan's government is being severely criticised for its failure to pave the way for this emigration by systematic education.

It is pointed out by thinking men of Japan that the government sees in emigration only a method of getting rid of foolish, ignorant and troublesome persons, not of extending the influence of the empire and of providing for colonial possibilities. Indeed, the Tokyo Mainichi editorially takes the government to task because it is not turning its attention to emigration of middle-class and high-class Japanese instead of the coolies, and declares that the present policy will nullify Japanese influence abroad and impair the credit of the people at home.

In the light of these facts, international interest will be centered on the emigration policy that Japan will work out in the next few months and the next few years. Hawaii has a particularly keen interest in the subject. The criticism against the lack of co-operated education and emigration may be just, and it remains to be seen whether Komura's impersonally relentless methods will be modified to conform to the new ideals of national influence and of obtaining respect abroad through the ability, industry and home-loving character of the people sent out to make their way in alien lands.

It is stated that the Rapid Transit company will make no more extensions until its franchise extension is secured from the Legislature. Does this mean that the company will not build the Pearl Harbor line? We should say, in view of the rapidity with which President Peck disappeared in the direction of Washington recently, that the Pearl Harbor line is going to be constructed if the necessary bill passes Congress.

Returning delegates from the Republican national convention say they had three good reasons for voting for McGovern, choice of the Roosevelt, for temporary chairman. In view of the proceedings there, those reasons were probably faith, hope and charity.

Apparently the quickest way to stop the Mexican "revolution" would be to keep the names of the generals out of the newspapers.

The annual crop of reports on deaths from mainland heat is now coming. Hawaii luckily can capitalize climate as well as sugar.

Next thing we know, somebody will want to star Duke Kahanamoku in vaudeville.

## Little Interviews

LAWRENCE CUNHA (Hawaiian swimmer)—Duke will make the 100 meters in better time than 62-2-5 seconds. He can do it in a minute flat.

ALEXANDER YOUNG—A crowd of 15,000 people at Kapiolani Park on the Fourth of July ought to warrant the establishment of an aviary there, to say nothing of a government zoo.

ROBERT W. BRECKONS—Hawaii will be the playground of America some day. There is no doubt about it, in my mind.

A. D. COOPER—Friends of good government in the Republican party should not forget that the coming Friday is the night for election of precinct club officers.

A. E. MOTT-SMITH—I feel like a boy escaping from school. The Governor is coming tomorrow to take the weight of the Territory's business off my shoulders.

A. L. C. ATKINSON—If the Progressive party is launched, Hawaii should not make the mistake of treating it lightly. It will be the right party and the winning party.

A. Q. MARCALLINO—The Republican convention was an education in itself. And the Hawaii delegation was treated with consideration after the vote from McGovern.

PROF. M. M. SCOTT—It is remarkable how Oriental students who go from Hawaii to mainland colleges and universities make good in the writing of English. They have not been filled up with the commonplace and trite sayings and expressions. Their English is pungent and vigorous.

## PROGRESSIVES HERE DO NOT UNDERSTAND IT

The cable news last night that the Progressives plan a convention without representation of the Territories and possessions has caught the local Progressive sympathizers rather at a loss.

When former Governor Carter and A. L. C. Atkinson returned from the Chicago convention a few days ago, they believed that Hawaii would be asked to send a delegate or delegates to the Progressive conference. If one were held, now comes the news that Senator Dixon, the Roosevelt manager, has issued a call for a convention on August 5, and that the Territories are not to be represented.

Mr. Atkinson said this morning that the cable news may have been misinterpreted, and that perhaps what is really meant is that the representation from the Territories is to be cut down, possibly to one-half. This would give Hawaii three delegates and Alaska one.

## COL. FRENCH NOT DUE TILL AUGUST

Colonel French, who has been attached to the Second Infantry, will not join his regiment until the middle of August, according to advices received at department headquarters this morning. He was expected on the July boat, but has received orders to delay sailing until the transport leaving San Francisco August 5. In the meantime Colonel French remains on duty at the Army War College, at Washington.

Lieutenant George L. Morrison, Fifth Cavalry, who has been attending one of the mainland service schools, was prevented at the last moment from sailing on the transport Logan, due here the latter part of this week. He was taken ill, and is now in the military hospital at San Francisco.

Only two officers are booked for Honolulu on the Logan. Following is the list of commissioned officers due here on the army transport:

For Honolulu—Capt. J. F. Jauda, 1st Infantry; Capt. L. J. Owen, M. C. For Manila—Col. R. H. R. Loughborough, 13th Infantry; Lieut. Col. D. H. Boughton, 8th Cavalry; Capt. Harry B. Jordan, O. D.; Capt. J. M. Love Jr., 15th Infantry; Captains C. L. Stone, H. M. Ross, E. Bennett, P. S. Capt. F. R. Curtis, Lieut. E. M. Watson, 24th Infantry; Lieut. F. H. Sparrenberger, M. R. C.; Lieut. C. G. Snow, M. C.; Lieut. T. P. Larned, 7th Cavalry; Lieut. A. J. Conroy, P. S.; Lieut. R. F. Midgalski, 8th Cavalry; Lieut. R. K. Fletcher, P. S.; three army nurses.

Miss Jennie Weiss, an eighteen year old German girl, who was to have been married soon, died in a New York hospital from an injury received when a seltzer bottle exploded in her hands as she was placing it in the refrigerator. A fragment of the glass cut her jugular vein.

## EVENING SMILES

She—You must see papa, dear, about our marriage. But don't be anxious about the outcome.  
He—What I'm anxious about is the income.

"I would like to marry your daughter."

"You bet it is, my son; very serious. You may have her, and the Lord be with you."

## PERSONALITIES

A. F. COFFIN, a San Francisco share and bond broker, is making a round trip to Sydney as a passenger in the Oceanic liner Sonoma.

J. H. CONEY, who attended the Republican National Convention at Chicago, was numbered among the passengers to leave the Oceanic steamship Sonoma this morning.

MR. AND MRS. SIDNEY R. HARRIS of Pasadena, Cal., are among the tourists who are guests at the Moana Hotel. They are en route to the Orient for an extended visit.

WILLIAM LANGTON, proprietor of the Paradise of the Pacific, is back from a business and pleasure trip to the mainland. He was a passenger in the Oceanic steamship Sonoma.

MRS. F. MILLAR, a well-known society woman on the Coast, is numbered among the passengers to leave the Oceanic steamship Sonoma at this port. Mrs. Millar is accompanied by Miss Florence Goldman.

JUDGE J. W. BURDETTE, a prominent San Francisco jurist, is a through passenger in the Oceanic liner Sonoma, and accompanied by Mrs. Burdette, will make a round trip to Australia ports in the liner.

ENDRIGN SAM HENDERSON, Mrs. Henderson, Lieut. G. H. Laird, Mrs. Laird and two children and Miss E. M. Searle are a party of United States naval people who will leave the Oceanic liner Sonoma at Pago Pago.

CHARLES A. COTTRILL, U. S. internal revenue collector at this port, returned this morning from Waikiki, where he and his family have been visiting since the Fourth.

WALTER A. SMITH, a graduate of Berkeley University, arrived at Haka-lau. His position will be that of plantation surveyor. We will find in his travels many a gulch easy to get into but hard to get out of.—Kohala Mid-get.

FATHER CARROLL preached an English sermon at the 9 o'clock mass at the Catholic Cathedral yesterday. He is a brother of Miss Grace Carroll and Mrs. Carl du Roi and is here for a visit to the islands and with his sister.

HON. NEIL NELSEN, commissioner of lands in the Australian commonwealth, who has been conducting an investigation and campaign for immigration throughout the British Northwest, is returning to the southern continent as a passenger in the Oceanic liner Sonoma.

CAPT. J. R. PARKER, a well-known dredge owner and capitalist, returned to Honolulu this morning in the Oceanic liner Sonoma. Captain Parker has just recently acquired a beautiful villa and country establishment, situated near Santa Cruz and known as the Willows.

W. A. KINNEY was heard from in today's mail. He wrote under date of June 25 from his new estate in Nova Scotia. Mr. Kinney was still confined to bed but slowly recovering and expected to be up in about a week. The letter was to his law firm, Kinney, Prosser, Anderson & Marx, and his partners expect Mr. Kinney back in Honolulu in the fall.

K. S. SAMUELS, vice president and general manager of the Oceanic Steamship Company, with headquarters at San Francisco, is making a round trip to Sydney in the liner Sonoma. It is the purpose of Mr. Samuels to gather first-hand information concerning the several agencies established in the south seas. He is accompanied by Mrs. Samuels and son, Harold Samuels.

P. R. BRODZAIK, a prominent businessman at Sydney, N. S. W., and Mrs. Brodzaiak are through passengers in the Oceanic liner Sonoma, calling at Honolulu this morning en route to the Antipodes. Mr. and Mrs. Brodzaiak will leave the Sonoma at this port to transfer to the British steamer Zealandia, which vessel will convey the party to Fiji, where they expect to remain for some time.

## ALMY OUSTED; CUSTOMS TAKES OVER HIS OFFICE

Through an order received from Washington this morning by Collector of Customs Stackable, Harry N. Almy is ousted from his position as shipping commissioner at the port of Honolulu and the office is placed in the customs service.

The order received by the collector directed him to take charge of the office of the shipping commissioner at once and proceed to administer it as a part of the service in his charge, as is done in several of the ports on the mainland. Collector Stackable acted upon his instructions and placed W. D. Wilder in charge with the title of deputy collector.

The change, it is stated, does not mean that the office of shipping commissioner has been abolished, but simply that it will be administered by the collector of customs in the future.

The betrothal is soon to be announced of Crown Prince Boris of Bulgaria and Princess Elizabeth of Romania. It is a love match; the prince having fallen in love with a photograph of the princess before meeting her.

## HONOLULANS

(Continued from Page 1)

value of the goods. In no case did I try to undervalue the goods.

"My brother in Finchal, who sends the goods both to myself and to Mrs. Melim, marked on the outside of the packages the various prices, and it seems that his markings were too low. Neither he nor myself was very familiar with the law. I never knew that his markings did not represent the true value.

Net Under Instructions.  
"I was convinced that every one of the packages was appraised on the mainland. My brother was under my instructions, either. I do not make a business of importing goods, and am not a merchant, but my brother was in a position to get the goods and send them here, and I have been ordering through him for a year and a half.

"I have lived in Honolulu for twenty-five years and certainly would not be a party to any fraud. The first news I had of the action taken by the customs people was in a letter from my broker in San Francisco, who looks after the goods when they are examined by the customs authorities. He sent me a newspaper clipping, but I have not been informed officially.

"Tranquada says the value of the goods is really about \$450, not \$1000, as has been represented. He says also that Mrs. Melim has been ordering goods through him, her goods coming separately but on a joint invoice, and that both have been involved in the case through misunderstanding of the customs law.

Herr Schaldt, a German aviator, met his death while testing an army aeroplane at Mulhausen.

## Trent Trust Co., Limited

### FURNISHED:

Tantalus	\$ 40.00
Gulick Avenue	25.00
Kinau Street	60.00
Kalakaua Avenue	32.50
Pacific Heights	\$20.00, 100.00
Beretania Street	75.00
College Hills	75.00
Wahiawa	35.00
Panuni Avenue	25.00
Cor. Hackfeld and Lunalilo Sts.	125.00
Emma Street	35.00
Kaimuki	\$25.00, \$35.00, \$40.00, 55.00

### UNFURNISHED:

Kaimuki	\$15.00, \$20.00, \$25.00, 27.50
Judd Tract	20.00
Wilder Avenue	50.00
Matlock Avenue	27.50
Kalihi	35.00
King Street	\$18, \$20, \$22.50, \$25, 40.00
Kalihi Avenue	18.00
Nudanu Street	35.00
Pawaa Lane	18.00
Magazine Street	22.00
Lakea Street	50.00
Lunalilo Street	27.50

Particulars at Our Office

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BEACH PROPERTY—70 feet on Beach, 100 feet on Kalua Road, or 54,000 sq. ft., with 9 cottages and room for more. Desirable for hotel purposes.

PUNAHOU DISTRICT—House and Lot on Artesian Street. Lot 75x100 feet. Three bedrooms, parlor, dining-room, kitchen, bathroom, servants' quarters. Only \$2750.  
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## Houses For Rent

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1915 Kalakaua Avenue	3 Bedrooms	\$50.00
1632 Anapuni Street	2 Bedrooms	\$35.00
1633 Anapuni Street (for 4 mos. from 7-1-12)	2 "	60.00
Kesumoku Street (2 mos. from 7-1-12)	2 "	60.00
Waikiki	2 "	35.00
Pacific Heights (partly furnished)	2 "	20.00

### UNFURNISHED

Pensacola Street	4 Bedrooms	\$50.00
Lunalilo Street	3 Bedrooms	\$35.00
Matlock Avenue	3 "	27.50
1266 Matlock Avenue	2 "	25.00
Piikoi Street	3 "	30.00
Lunalilo Street	3 "	35.00
Kalihi Road and Beckley Street	3 "	25.00
Beretania Street	3 "	25.00
Waikiki (July 16, 1912)	2 "	12.50
Nonpareil	2 "	22.00
Manoa	4 "	40.00
1546 Thurston Avenue	5 "	60.00
Makiki Street	2 "	40.00

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